Owner's Manual

English

Volume 1

Volume1 – Tome1 – Teil1 – Tomo1

FOREWORD

Thank you for purchasing this inflatable boat produced by ARIMAR S.p.A..
Congratulations. This boat is the result of Arimar's great experience in the development of inflatable boats and nautical products.
This manual contains important information about operation and safe use of the boat. Please read it carefully to familiarise with your boat before using it.
If this is your first boat, or if you are not familiar with this type of boat, for your own comfort and safety please make sure to become experienced in handling and operating before assuming command of the boat.
Your dealer, or a national sailing association, or a Yacht Club will be pleased to advise you of local sea schools, or instructors.

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Normative references

- **DIRECTIVE 94/25/CE**
  As amended by directive 2003/44/CE
- **EN ISO 6185-3**
  Boats with engine horse power higher or equal to 15 kW
- **EN ISO 10240**
  Units of small dimensions – Owners' manual
- **EN ISO 14945**
  Units of small dimensions – Builder plate
- **EN ISO 10087**
  Units of small dimensions – Craft identification – System of coding (CIN)

1 Safety signs

1.1 Level of danger and safety labels

This manual contains information for protecting both user and product.
The symbols below are used to indicate hazardous conditions.

	DANGER	Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
	WARNING	Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
	CAUTION	It is used to draw your attention on the safety measures or to alert against unsafe practices which could result in injury to people or damage to the boat.
	NOTE	It is used to indicate practices that, if not correctly performed, may result in damage to the boat and reduce its life.

2 Technical features

2.1 Technical glossary

Builder plate:	Usually located astern of the boat, this label contains information about your boat.
Hull:	The immersed part of the boat.
Keel:	The lower central portion of the hull.
Kink:	A sharp twist in a rope that prevents the rope from moving correctly.
Console:	The area from which the boat is controlled.
Inflatable boat cover:	Fabric cover for inflatable boats
Swivel:	A device used to prevent ropes from twisting
kPa:	Unit of measurement for pressure. It is the equivalent of 1000 Pascal or 1000*n/m².
Nautical mile:	Unit of distance used primarily at sea equal to 1852 metres
Knot:	Unit of speed at sea equal to 1 nautical mile per hour.
Floorboard:	Floor of the inflatable boat. It can be made of fibreglass, wood or rubber.
Stern:	The rear part of the boat.
Bow:	The forward part of the boat.
Roll-bar:	Device located astern of the boat used to support lights, running lights, antennas, etc.
Grab rod:	Line or device fitted to the tubes or to the hull to grab at.

Wheelhouse:	The steering system of the boat. Usually it is composed of the wheel and the control levers, assembled on a rigid support.
Tubes:	Inflatable part of the boat.
Valves:	Devices for inflating and deflating the tubes.

2.2 Design category and limitations of use

This inflatable boat has been designed for specific weather conditions. It is your own responsibility to understand which category your boat belongs to:

Category A **- OPEN SEA:** Designed for extended cruises where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 meters and above, and vessels largely self-sufficient.

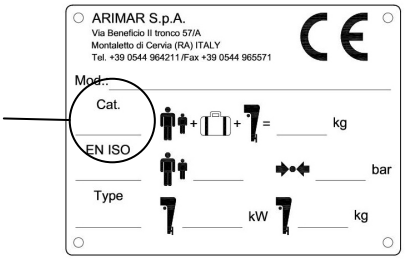
Category B **- OFFSHORE:** Designed for offshore cruises where conditions up to, and including wind force 8 (Beaufort scale) and significant wave heights up to, and including, 4 meters may be experienced.

Category C **- INSHORE:** Designed for cruises in coastal waters, large bays, estuaries, lakes, rivers and canals where conditions up to, and including wind force 6 (Beaufort scale) and significant wave heights up to, and including 2 meters may be experienced.

Category D **- SHELTERED WATERS:** Designed for cruises on small lakes, rivers and canals where conditions up to, and including wind force 4 (Beaufort scale) and significant wave heights up to, and including 0,5 meters may be experienced.

NOTA

The design category of your inflatable boat is indicated on the Builder Plate and on the Conformity Certification attached.



Summary of the definitions of project category

Project category	A	B	C	D
Height of the wave up to	Approx. 7 m relevant height	4 mt Relevant height	2 mt Relevant height	0,5 mt Max height
Strength of the Beaufort wind	Up to 10	Up to 8	Up to 6	Up to 4
Speedo f the wind for the calculation (m/s)	28	21	17	13

NOTA

The relevant height of the wave is the average height of the waves which makes the highest third of the waves and which corresponds approximately to the height of the wave as calculated by an expert observer. Some waves can be two times higher.

2.2.1 Beaufort scale

A numerical scale created by Admiral Beaufort for measuring wind speed and sea conditions offshore and after a few hours.

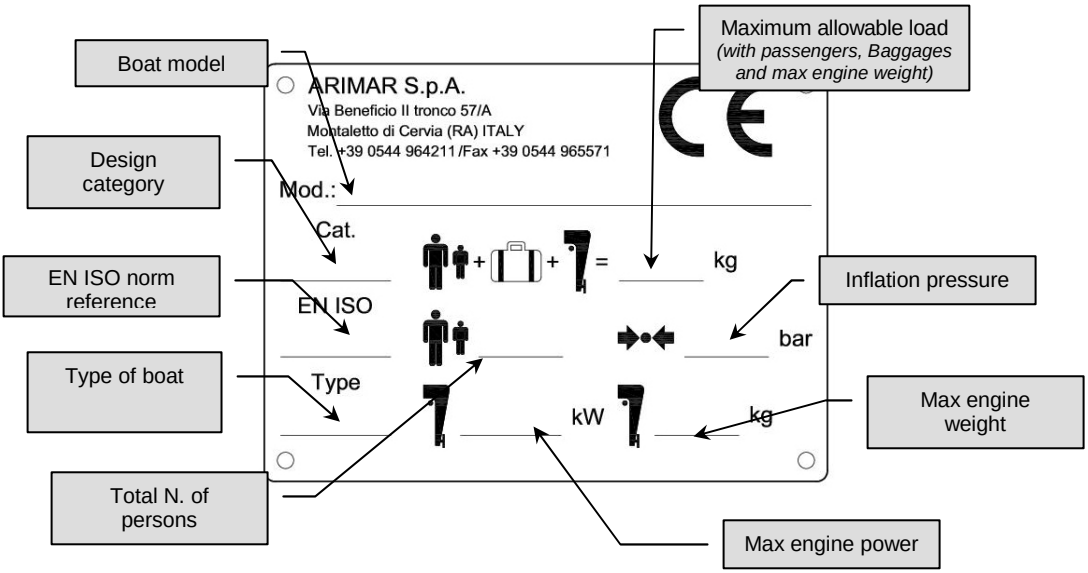
Force	Description	Knots	km/h	m/sec	Sea state	max. wave height, (m)
0	Calm	<1	<1	0-0,2	Calm	0
1	Light air	1-3	1-5	0,3-1,5		
2	Light breeze	4-6	6-11	1,6-3,3	Calm	0,2
3	Gentle breeze	7-10	12-19	3,4-5,4		
4	Moderate breeze	11-16	20-28	5,5-7,9	Smooth	0,5
5	Fresh breeze	17-21	29-38	8,0-10,7	Slight	1,25
6	Strong breeze	22-27	39-49	10,8-13,8		2,0
7	Near gale	28-33	50-61	13,9-17,1	Moderate	2,5
8	Gale	34-40	62-74	17,2-20,7	Rough	4
9	Strong gale	41-47	75-88	20,8-24,4	Very rough	6
10	Storm	48-55	89-102	24,5-28,4	High	9
11	Violent storm	56-63	103-117	28,5-32,6	Very high	14
12	Hurricane	64 and more	118 and more	32,7 and more	Phenomenal	14 and more

NOTE
The values have to be considered as an estimate for representing the weather conditions that you can meet during navigation. The values indicate the likely height of the waves. In open sea or closed waters near the weather conditions can change. **PAY ATTENTION TO WINDS AND DEEP-SEA CURRENTS**

NOTE
By means of this reference table you can easily understand the weather forecasts. For example, "moderate sea" means "near gale" (7) with a wave height of 2,5 meters. In that case boats in category "C" cannot navigate.

2.3 Builder plate

Every EC inflatable boat must be equipped with a builder plate, complying with EC directives. Here is an example of a CE inflatable boat builder plate, usually located astern of the boat.



NOTE

The builder plate contains information about a safe use of the product. Should the plate be missing or damaged, it will be the customer's responsibility.

NOTE

The most important data are those related to the engine weight and maximum power allowed.

NOTE

The number of passengers allowed refers to persons weighing 75 kg.
To check the floating capacity of your inflatable boat ALWAYS refer to the maximum allowable load.

NOTE

The maximum allowable load does not include the capacity of the boat fixed tanks. If these tanks are added at a later moment and are removable, they must be included in the calculation of the allowable load.

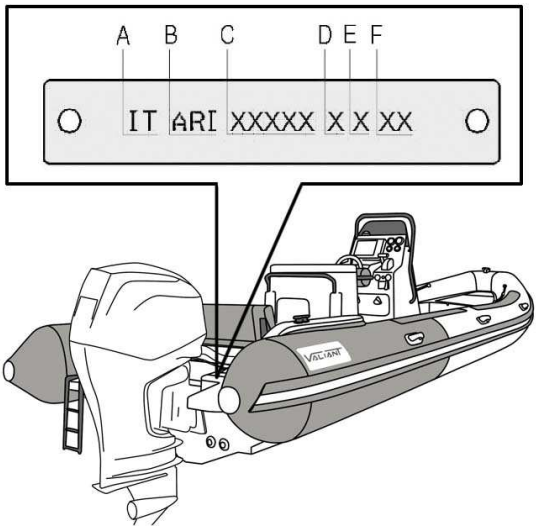
WARNING

The warranty of the boat is not recognized if all the limits indicated in the builder plate are not respected.

2.4 Hull identification plate ISO10087 (CIN)

The boat is equipped with 2 hull identification plates.
One is located on the right hand side of the transom, 300 mm from the boat axis. The other one is in a hidden place known only to the manufacturer.

Do not move or damage the plates.



The CIN contains the following data:

A)	*Nationality of the manufacturer*	**ITALY**
B)	*Manufacturer's code*	**ARI**
C)	*Serial number*	**XXXXX**
D)	*Month of construction*	**X**
E)	*Year of construction*	**X**
F)	*Expected year of sale*	**XX**

NOTE

These plates are essential for the boat identification and recognition. Without them, the boat does not comply with the regulations in force. Do not remove nor damage the identification plates. The customer will be held responsible for any damage to the plates.

3.1 Inflating the boat

The boat inflation with a hand pump is carried out by means of the inflation valves - **grey** on the inner air chambers and **black** on the main external tube. The grey and black valves can have two different positions when opened:

1. Air sealing (Normal)
2. Open (to deflate)

a) Make sure that the valves are in the sealing position - i.e. the central pin can rotate inwards by 7/8 mm and then returns to the initial position. Otherwise the pin must be pressed and rotated by a quarter of a turn.

b) To inflate the boat start from the inner air chambers with GREY valves. Do not apply an excessive pressure. Then, inflate the main tube with BLACK valves until a good pressure is reached.

c) Close the valve cap by turning clockwise.

WARNING
For safety purposes, the proper inflating procedure must be followed.

CAUTION
DO NOT use air compressors or scuba tanks to inflate your boat.

CAUTION
The pressure of the boat fluctuates with changes in temperature. Adjust the pressure by inflating and deflating the boat.

NOTE

We recommend using a pressure gauge to check the pressure of your boat. It must be 18 kPa (0,18 Bar and approx. 180 cm of column of water) in the external air chambers and 15 kPa (0,15 Bar and approx. 150 cm of column of water) in the inner air chambers. The pressure fluctuates with changes in temperature and increases after prolonged exposure to sunlight.

NOTE

Use of the pressure gauge:

a) Insert the pressure gauge into each valve, starting from grey valves.
b) The pressure gauge must be inserted when the boat is only partially inflated.
c) Insert the pressure gauge into the valve to measure the pressure. Then, inflate the boat further and measure the pressure again. Go on until the proper pressure is reached.

DANGER

An excessive inflation of the boat leads to a false sense of security and is dangerous for passengers. In fact, the slightest scratch in the fabric could cause huge breaks. Please also consider that the inner pressure raises when the ambient temperature is high.
For example, the pressure of a boat which has been inflated in the morning with a 25° temperature, at noon, when the temperature is 50/60° will be twice the operating pressure of the tubes. Such increase in pressure, if not avoided, can cause excessive strain of mechanical joints and leads to sudden breaks.

3.2 Choosing and installing the engine

INSTALLING THE ENGINE

High power engines fixed to the transom should be assembled by your dealer or a skilled technician. Should you need any further information about the trim, propeller selection, etc, please contact your dealer or our customer service.

3.3 Navigation warnings

This manual contains important information and guidelines for the safe use of the product. It is not possible to provide information about any possible situation, but as a general rule, we recommend the following:

- Get informed about safety requirements and provide your boat with the necessary equipment, according to the law.
- Have your boat inspected by your dealer or by a skilled technician at least once a year.
- Children, unskilled or not-qualified people must not drive the boat.
- Do not drive after drinking alcohol or after taking medicines or any other substance that can decrease your ability to remain alert.
- Always check the marine forecast first before taking a cruise.

Helpful advices

Actions to be taken in case of sea damages

The most frequent problems that can occur can be divided into three categories:

The Stranding: when the hull leans on a deep water
In this case you have to::
- stop the engine
- verify the presence of leaks in the bilge
- verify the kind of depth
- evaluate the position where the boat is stranded
- try to list the boat
- await a more favourable tide

The Leak: when a hole in the hull occurs:
In this case you have to:
- activate the bilge pump and if necessary also a manual pump
- sail towards the harbour or proceed to the self-stranding to avoid sinking
- try to close the leak intervening from the exterior as to take advantage of the atmospheric pressure which compresses the air in order to keep adherent the material as mat (if possible try to use material which does not deteriorate in contact with the water).

Man overboard: when a member of the crew falls on the sea
In this case you have to:
- not to lose sight of the man positioning on the lookout
- launch the life jacket with the light buoy
- veer from the same side of the man fall and execute a rescue manoeuvre (ex. the curve of Williamson)
- veer of 360° to return at the starting point.

CAUTION
The field of vision from the helm position can be influenced by: - incorrect use of the flaps; - incorrect use of the trim; - incorrect distribution of the cargo; - not controller speed, rapid acceleration; - shift from the displacement modality to the plane one; - sea conditions; - rain and spray; - darkness and fog; - inner lights; - incorrect position of the biminis; - persons or moving mechanisms in the field of vision of the operator. When you are at the helm of the boat keep control bow and aft and as requested by the regulations in force and the maritime law..

3.3.1 Fuelling

1. By means of the proper battery disconnect, turn off all electrical devices - engine included.
2. Put out cigarettes and any other things producing sparks or flames.
3. Close all the doors and peaks in the refuelling area.

DANGER

The fuel fumes are highly explosive. Any fuel spillage can result in fire. When refuelling, all hatches and portholes must be closed.

NOTE

Prevent, as far as possible, any discharge of oil or fuel into the sea.

NOTE

Keep fire extinguishers readily accessible.

AFTER FUELLING:

1. Close the tank cap and wipe up fuel spills.
2. Check hatches/peaks, portholes, engine compartments, for leakage or fuel odours. Find the cause of any leakage or fuel odour, before starting the engine.
3. If your boat is fitted with a tent - e.g. for marine camping - ventilate before starting the engine.

DANGER

The fuel fumes are highly explosive (especially the gasoline ones). To avoid explosions and fires, visually check for leakage or fuel spills. Also inspect tank compartment and hatches for fuel odours. **Before starting the engines, always activate the fume extractor for at least 4 minutes.**

CAUTION

Fuel lines and fire extinguishers must be replaced as soon as any sign of wear, tear or rust is present.

NOTE

Fire extinguishers should be properly maintained. Please note that the pressure gauge of powder extinguishers is not sufficient to determine the fire extinguisher efficiency. Have the fire extinguishers regularly inspected by specialized personnel, at least once a year. During navigation, fire extinguishers should be stowed where they can readily be seen. Do not keep them in closed or locked peaks.

3.3.2 Fire

There are some precautionary measures that can eliminate the risk of fires. Periodically check the electric and fuel systems. Special attention must be paid during the refuelling procedure to reduce the risk of fire.

DANGER

Tanks must never be stowed in compartments or peaks equipped with electrical systems.

NOTE

Do not keep inflammable materials on board. The spare fuel tanks must be stowed properly.

Small fires or electrical fires - which do not affect inflammable liquids - can be extinguished with a suitable fire extinguisher.
When the fuel system or inflammable liquids are involved, the probability of an explosion is higher.

Before abandoning the boat, make sure all passengers are wearing life jackets. If possible, report the emergency to the nearest Maritime rescue centre and state your position before abandoning the boat.
Try to leave **RAPIDLY** the boat and keep a considerable distance. The ignited fuel can drop over the sea.
For the same reason, the distress signals must be used at sufficient distance to avoid explosions.

CAUTION
Always pay attention to fire hazards.

CAUTION
Dangers of fire or explosions can come from an incorrect use of the electric installations at direct or alternate current.

3.3.3 Flooding and swamping

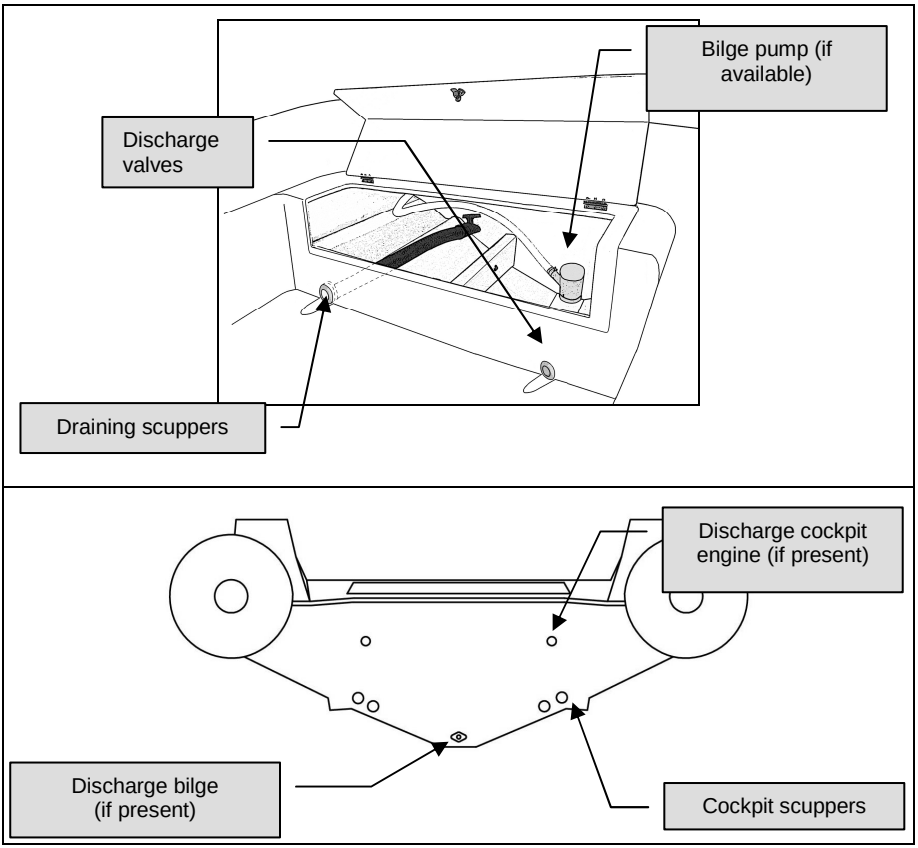
Flooding, swamping and tilting can be caused by many different factors:

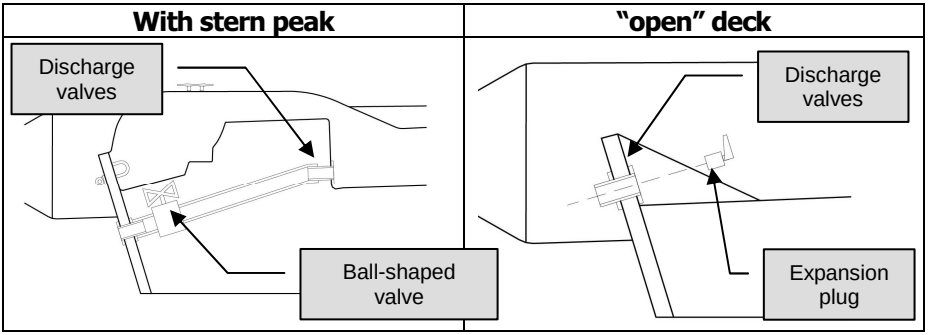
- Weather and sea conditions not taken into consideration.
- Improper loading.
- Improper manoeuvre and anchorage of the boat.

Please always remember the following:

1) Do not overestimate your navigation ability when the sea is rough.
2) Always check weather forecast before cruising.
3) Load the boat properly. Check the load capacity plate and keep within its limits. The load must be evenly distributed and stowed low.

If the flooding is caused by stern waves, turn the boat so as waves will break on the bow. Make sure that the bilge pumps are running (if supplied) and also use manual pumps or buckets to drain the water. If the flooding is caused by a hole in the hull, plug it in some way - with cloths, rags, wooden tools, etc - and go to the nearest harbour. Please remember that this is an inflatable boat. Therefore, the risk of sinking is almost impossible - as long as the air chambers are intact. Keep calm and remove the water from the cockpit as soon as possible. Please note that the cockpit is equipped with draining scuppers.


Bilge pump (if available)
Discharge valves
Draining scuppers
Discharge cockpit engine (if present)
Discharge bilge (if present)
Cockpit scuppers


With stern peak
"open" deck
Discharge valves
Ball-shaped valve
Discharge valves
Expansion plug

DANGER

When the boat is flooding or swamping, it can become unstable and could tilt.

NOTE

Discharge valves and plugs must remain open during navigation. Do not clog the openings and do not place any bulky object on them.

NOTE

PRECAUTION – Verify the functioning of all the bilge pumps at regular intervals. Remove the rubbish from pump sockets. If valves are installed in the bow or aft peaks, they have to be kept closed or left open only to drain water in the main bilges.

When the sea is rough, close all the hatches, wear life jackets and head for the nearest harbour. Please remember that as long as the air chambers are intact, your boat will be the safest place for you and your crew and will also be the best way to be sighted. Therefore, do not abandon the boat unless a serious hazard exists or the boat is sinking.

NOTE

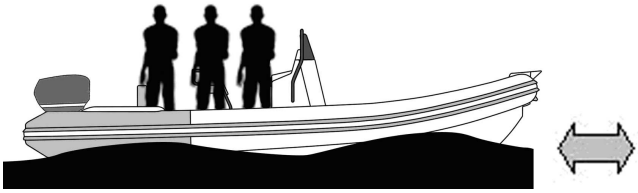
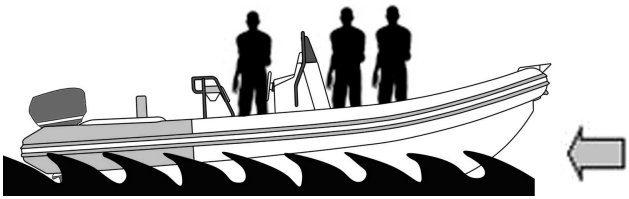
The level of the water present in the bilge must be always kept to the minimum

NOTE

CAUTION – In case of leak and boat flood the capacity of the bilge pumps system could result not enough to ensure the complete emptying of the hull.

3.3.4 Load distribution

The load distribution is a key factor for a good trim. As a general rule, avoid excessive loads astern and at the bow, especially if the outboard engine is heavy and powerful. Indeed, the best load distribution should be evaluated based on the engine/boat combination. The experience will help you to become familiar with this procedure.

		PROPER LOAD DISTRIBUTION
CALM SEA		
BOW WAVES		
STERN WAVES		

DANGER

Passengers should not seat on bow tubes. In case of fall, they could be run over by the boat or by the engine propeller.

DANGER

Every change in the mass distribution (for example the addition of a structure for fishing, a radar, masts, the replacement of the engine, etc.) can highly influence the stability, the asset and the performances of the boat.

DANGER

Tubes must not be drilled.

NOTE

This boat is very enduring and if properly used it is unlikely that it capsizes except in event of very difficult sea conditions.

3.3.5 Marine safety

In case of emergencies the role of the skipper is very important, but not always masters are able to face unattended events.

The outcome of an emergency mainly depends by the skipper behaviour. The master who does not take into consideration the possibility of a fire on board or of a collision causing a leak will not be able to keep cool and carry out the emergency procedures to save the crew.

CONSTANT ALERT
To face an emergency you have to think rationally.
You have always to keep in mind that, even if everything is correctly functioning, there is always the possibility of an unexpected event.

PREVENTION
The skipper has always to prepare his boat and his crew to the emergency. Here below a list of actions to undertake in order to prevent as much as possible damages to the crew during an emergency.

a) during boarding a life jacket has to be handed to each passenger and it can be stored under the bed, in the armchair or used as pillow but it is important to always remember where it has been placed.
Moreover, in event of emergency other life jackets will be distributed.
b) before sailing the skipper should explain the position of rockets, extinguishers, life raft and the manual bilge pump, showing also their functioning in order to allow other subjects to intervene at his place in case he could not directly act.

CREW IN SAFETY

In case of emergency one of the first actions to undertake is to secure the crew.
The rescue of the boat must be aimed to the rescue of the people on board and their safety can not be compromised.

DANGER

Before starting up the boat be sure that the control "throttle" is in neutral position.

DANGER

Pay the utmost attention to reef, floating or immersed objects, bathers, divers, fishing nets, high waves, etc.

DANGER

Always use extreme caution when approaching someone in the water. Approach them at idle speed only, allowing your stern to swing away from them as you get close. Place the shifter in neutral and shut off the boat engine when you are still several metres from the person in the water.

DANGER

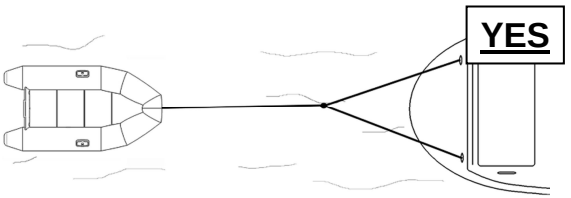
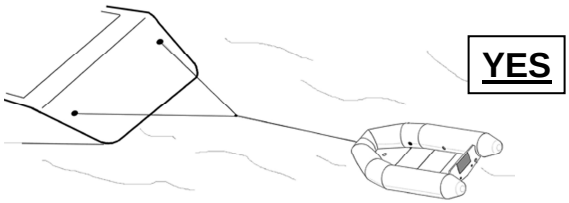
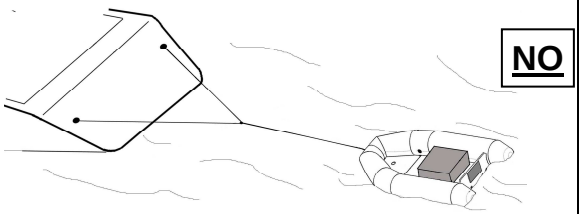
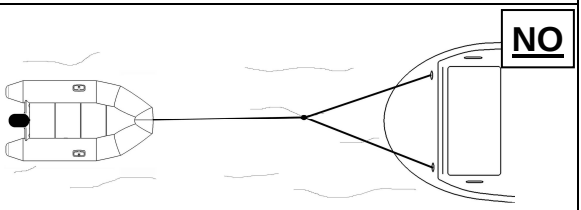
When the engines are running - even if at idle speed - do not allow anyone to stay in the stern area. Propellers can cause serious injury and death.
If any swimmer or bather is near the boat, SHUT OFF the engines.

WARNING

When docking, passengers and crew must remain seated until all manoeuvres are completed.

WARNING

When **towing the boat** - which is anyway not recommended - to avoid damaging the boat observe the following recommendations:

Double safety line (at least 12m)	
Make sure discharge systems are open	
Do not overload the tender	
Disassemble the outboard engine before towing the boat	

CAUTION

Always check the operating condition of your boat, of the engine and of all the equipment required by the law. Do not leave for a long cruise without checking the weather forecasts:
Inform your passengers about the navigation procedures and warn them before doing any sharp manoeuvre. Always use the emergency cut-off switch. Observe marine regulations! Always check the operating conditions of the fuel systems and check for leakage.
It is advisable to have a compass and a chart of the area you intend to navigate. The chart will provide information about prohibited areas, and much more. Remember that the fuel consumption can raise considerably in bad weather conditions. Autonomy must be calculated accordingly.

NOTE

RESPECT THE ENVIRONMENT!
Do never discharge waste, fuels, oils and other pollutants.

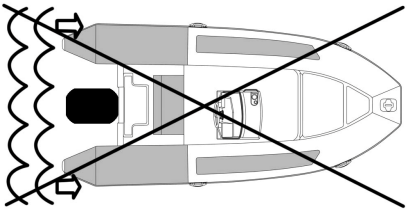
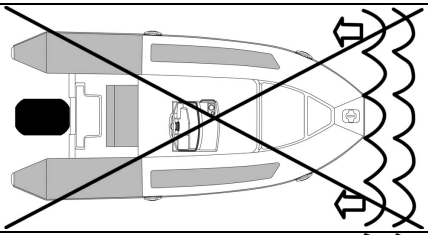
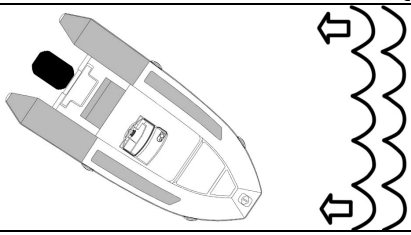
NOTE

Remember that all boats steer by the stern. This means that the stern of your boat will swing in the direction opposite to your turn. For example, when you turn your helm wheel to the left, the stern of the boat will swing to the left and the boat will steer to the right, and vice versa. This is especially important to keep in mind when docking, when operating in close quarters with other boats, or when approaching someone in the water.

3.3.6 Bad weather navigation

Should you be boating in the sea or in large lakes when bad weather strikes, the following guidelines should be observed

a) Reduce the boat speed - not too much since this would mean loosing control.
b) Do not panic. Be careful but determined.
c) Seek shelter in a harbour or in a "protected" area.
d) Do not navigate close to the shore. There the sea is rippling and, in case of engine failure you could hit against a rock or shoreline.
e) Face the waves ¾ bow. Follow the route in a zigzag way.
f) Always avoid stern waves when the sea is rough - that is avoiding the navigation in the same direction of the waves.

WRONG NAVIGATION	
WRONG NAVIGATION	
CORRECT NAVIGATION	

3.3.7 Navigating instructions

DANGER

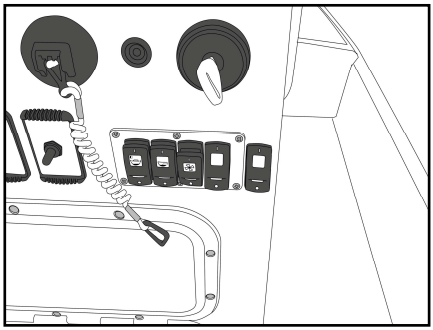
To ensure optimal performance, trim and manoeuvrability of your boat, DO NOT EVER install engines with more horsepower than that specified by the manufacturer.

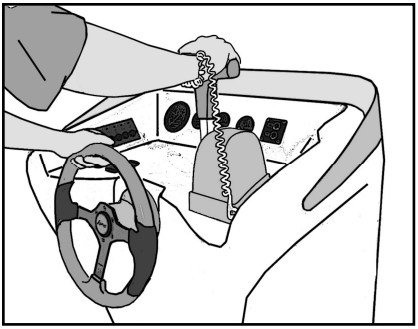
WARNING

Remember that installing an outboard engine with a horsepower equal to or higher than the limits set by the manufacturer can only lead to an increase in costs, fuel consumption as well as unbalancing the load towards the stern. Always consider all of the options available and ask your dealer's advice.

WARNING

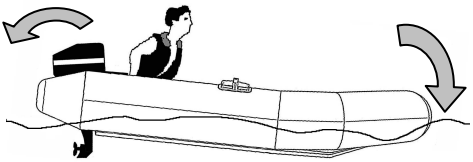
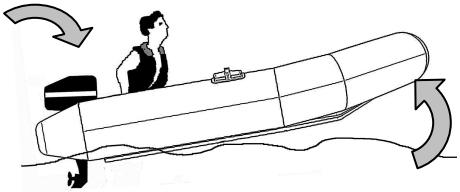
Mercury Mariner Engines are equipped with a grounding pull switch which allows shutting off the engine when you lose control of the boat. Fasten it to your wrist.





Boat performance and trim during navigation

The boat is designed to accelerate rapidly, with a rapid stern-heavy hull planning time. To plane the boat easily and rapidly, just trim the stern engine by turning it completely inwards. Indeed, when the boat is horizontal, the stern engine should be trimmed slightly outwards to avoid an excessive draft which may cause "bow steering" and excessive fuel consumption. In case of diagonal waves, the turn could be sharper than expected. Please also remember that a proper load distribution ensures a good trim and, consequently, an optimal navigation performance.

BOW STEERING		
STERN STEERING		

DANGER

An improper boat angle may cause "bow steering", which means that the bow is too high. This condition is dangerous mainly when high waves are taken over the bow and because of the instability entailed. The best solution is to distribute the loads and to position the outboard engine properly.

NOTE
Experience will teach you how to use the "engine trim" and to position the outboard engine correctly. Beware of "formulas" and empiricisms. Just try systematically until the perfect trim is reached.

Boat's performance is related to:

- **Load:** do not exceed the MAX load - passengers and baggage - indicated on the EC certification plate. Bring only the bare necessities. The load must be low and well distributed.
- **Propellers:** check the propeller operation conditions and make sure the pitch is correct. Standard propellers may not be the best for your particular use and load conditions. If the engine maximum speed differs from the speed indicated on the engine Operating Manual, contact your dealer and try a different type of propellers. A slightly bent or nicked propeller will adversely affect the performance of your boat.
- **Hull:** hull must be kept in good conditions and well cleaned. Performance is degraded if the hull is fouled by seaweeds or the skids are damaged.
- **A good trim.**

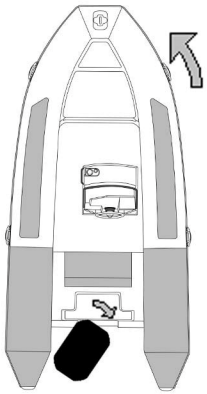
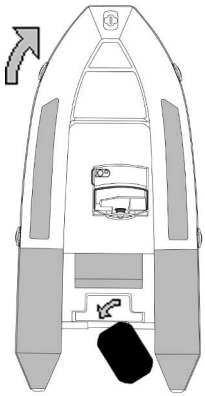
Boat trim during navigation:

Should the hull be stern-heavy at cruising speed, proceed as follows:

- Stop the boat and move part of the load and passengers towards the front. Adjust the engine trim - for further information see the engine User Manual.
- Should the hull be bow-heavy at cruising speed, follow the opposite procedure.

Basic operation

When driving forward, the boat could list to starboard on the left. This is a typical feature of "V" hulls, therefore no intervention is required. Just correct the listing by moving slightly the helm, until the right direction is obtained.
Remember that all boats steer by the stern. This means that the stern of your boat will swing in the direction opposite to your turn. For example, when you turn your helm wheel to the left, the stern of the boat will swing to the right, and vice versa.

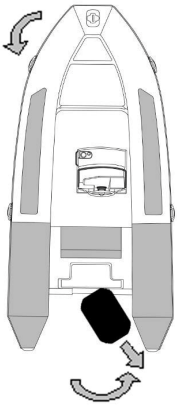
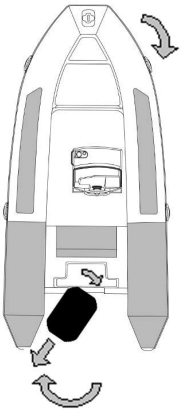
ANTI-CLOCKWISE TURN	CLOCKWISE TURN
	
Helm turned left (stern turns right)	**Helm turned right** (stern turns left)

This is especially important to keep in mind when docking, when operating in close quarters with other boats, or when approaching someone in the water.
If the boat has two engines, it is possible to run one engine in forward gear and one engine in reverse, so as to perform a rapid U-turn.

This manoeuvre can be performed in both directions:

- If the left engine is in forward gear and the starboard engine is in reverse, the boat will turn clockwise.
- If the starboard engine is in forward gear and the left engine is in reverse, the boat will turn anti-clockwise.

Please note that turning the boat in reverse gear is not the same as turning in forward gear. Manoeuvring in narrow areas is more difficult in reverse gear. In short, when driving in reverse gear, if the helm wheel is turned to the left the stern will swing to the left and vice versa. If the starboard engine is in forward gear and the left engine is in reverse, the boat will turn anti-clockwise.

ANTI-CLOCKWISE TURN IN REVERSE GEAR	**CLOCKWISE TURN IN REVERSE GEAR**
	
Helm turned right (stern turns right)	**Helm turned left** (stern turns left)

To stop the boat, just move the throttle lever backwards to the neutral position. To stop the boat in a shorter distance, pull the lever backwards to the neutral position. When the engine is idling, gradually place the shifter in reverse. As soon as the boat is stopped, bring the throttle lever back to the neutral position.

Always use extreme caution when approaching someone in the water.

Approach them at idle speed only, allowing your stern to swing away from them as you get close. Place the shifter in neutral and shut off the boat engine when you are still several metres from the persons in the water.

DANGER

When the engines are running - even if at idle speed - do not allow anyone to stay in the stern area. Propellers can cause serious injury and death. If any swimmer or bather is near the boat, SHUT OFF the engines.

DANGER

- The manoeuvrability at high plane speed is restricted.
- Sudden veers can cause the loss of the boat control
- Speed must be reduced before accomplishing narrow veers on both directions
- This boat must not be used with an engine of higher power than the one reported in the builder plate of the unit.
- The trim must be used with caution
- The unit must not be used at maximum speed in watercourses at high traffic or in weather conditions of strong sea and wind with reduced visibility or high waves. You have to reduce speed and put in the wake for your and other people safety. You have to respect speed limits and the areas where putting in the wake is forbidden as indicated by the regulations in force and by the maritime law.
- The give-way right must be observed as indicated by the regulations in force and by the maritime law.
- An adequate distance in order to stop or drive the unit and avoid collisions must always be checked

Use of the stern ladder *(if equipped)*

Before approaching or let anyone approach the ladder, make sure the engine is shut off and propellers are stopped.

CAUTION

Remember that propellers will not stop immediately when the engine is shut off!!

Boat docking

Proper docking requires practice. Make sure you have the adequate mooring equipment, and that it is stowed correctly and ready for use. Dealers and distributors can help you choosing the most adequate equipment. When approaching a mooring area, lower your speed within a reasonable distance to allow your wake to subside before it reaches other boats or docks. As you get close to your moorage, check for any wind or current action that may affect your manoeuvre. Than approach the dock carefully. If there are high winds or strong currents, it is best to approach the moorage from the lee side. While approaching, check to see that all lines are attached to the mooring bitts on the side of the boat facing the moorage. It is desirable to have one person at the bow of the boat, with a boat hook and a mooring line attached to a boat cleat/bitt. Approach at idle speed at an angle of approximately 45 degrees to the dock. When the bow is within on metre from the dock (starboard side) the stern can be brought alongside the moorage by turning to port side. Next, turn to starboard and at idle speed put the boat into REVERSE. This will stop the boat and bring the stern closer to the dock. These steps are reversed for docking to port. To become familiar with this procedure an adequate practice is required.

DANGER

When docking, passengers and crew must remain seated until all manoeuvres are completed. Leave the boat only when it has be fastened to the moorage and the engine(s) are shut off.

Leaving the dock

Before leaving the dock, check for any wind, current action or anything that may affect your manoeuvre. Remember that all docking and undocking manoeuvres must be performed at idle speed.
Once the preliminary operations are completed, leave the dock by means of a boathook. Then start the engine at idle to reach the exit of the harbour.
After exiting the harbour at a safe distance, you can accelerate to the cruising speed. Avoid sudden accelerations and high cruising speeds. This would only increase the risk and the fuel consumptions. A sudden acceleration reduces the planing time. Therefore, this manoeuvre requires the utmost attention. In such conditions, a special ability and quickness of movements are necessary to control the boat. We recommend to accelerate gradually, regardless of the loading conditions. This would prevent the "TAKE OFF" risk.

NOTE

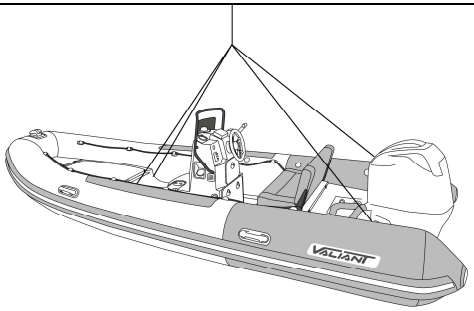
Before leaving, make sure all lines have been unfastened and hauled in - including fenders. If lines remain in the water, they could wrap around the propellers thus damaging the propeller and engine.
Make sure that all passengers are seated and loads are fastened.

DANGER

It is extremely dangerous to plane over high waves. In this case the risk of tilting is very high.

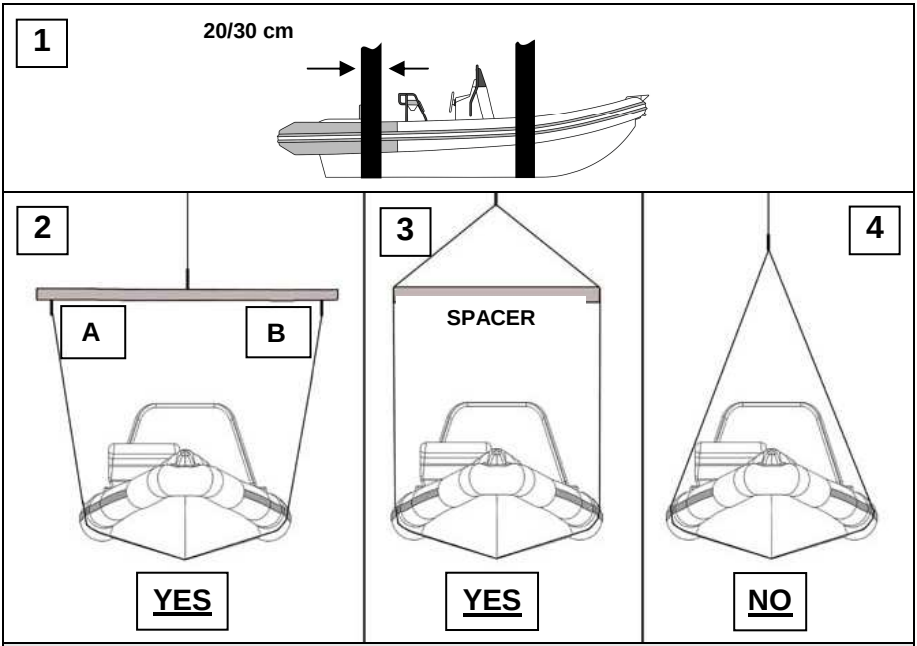
LIFTING

Lifting lines must be in good conditions and have an adequate length. They are to be fastened to the lifting hooks located inside the boat. To lift the boat, use only the hooks provided.



Lifting points for rigid keel boats

For rigid keel boats with size exceeding 4m, besides the two stern lifting points and the bow lifting point for the lifting rope, it is possible to use lifting straps.



Lifting straps

Use the lifting straps only when the boat is completely inflated. The straps length must be at least 20/30 cm (fig.**1**).
Distance between points A and B (fig.**2**) must be equal to or higher than the boat total width. If this is impossible, use a spacer (fig.**3**) to avoid crushing the fabric (fig.**4**).
Arimar declines any responsibility for damages that might occur.

DANGER

Do not walk or stop under the boat when lifted.

DANGER

No operation can be carried out inside the boat when lifted.

CAUTION

Before lifting the boat, make sure that all ropes have been unfastened both from the truck and the boat.

NOTE

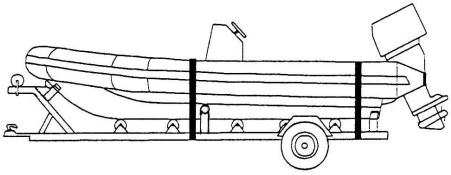
Before loading the boat, always check that the suspension strap position ensures the perfect balance of the boat.

NOTE

The lifting procedure should be carried out by means of the proper hooks located inside the boat. The lifting straps can be used only if necessary and after checking that their position is correct.

TRANSPORTING THE BOAT ON A TRAILER

Your inflatable boat can be transported on a trailer. Fasten the boat by means of soft and wide straps. Prevent the tube from being damaged by inserting some protection between straps and fabric.
If the boat cover is installed, make sure it is well fastened to avoid any damage. During long trips, stop and check regularly.
NOTE. Adjust the trailer supports to your boat size. Otherwise the inflatable boat will be seriously damaged. Consult your dealer for further information and suggestions.



TRANSPORT OF BOATS WITH FIBREGLASS HULL

DANGER

Read the trailer instruction manual, with special attention to the trailer maximum speed and the trailer fastening devices for the inflatable boat. During long trips, check regularly the condition of tire, fastening lines and straps.

DANGER

DO NOT ever use elastic ropes or straps to fasten the inflatable boat.

3.3.8 Rescue equipment

Personal flotation devices

- Each passenger must have one flotation device of a type approved and of the right size - children included.
- Every boat must carry at least one life belt of a type approved and with a rescue rope fastened to the hull.
- By law, the personal flotation devices - if not worn - must be stowed where readily accessible. Personal flotation devices must be not be kept in their plastic wrappers. They must be stowed close at hand where they can be reached quickly in an emergency.

During navigation, flotation devices must not be stowed in locked or closed compartments. They should be readily accessible.

CHILDREN and anyone that cannot swim must wear a personal flotation device **AT ALL TIMES**. Make sure that children personal flotation devices have the correct size and are in good conditions. Under particular circumstances, do not hesitate to order your passengers to wear personal flotation devices:

For example: when the weather and sea conditions worsen, if your boat has been damaged, etc.
Always keep the rope of the self-inflatable life rafts fastened to the hull.

CAUTION

Though not required, a personal flotation device should be worn at all times, even if you are a good swimmer. In this case, inflatable personal flotation devices are the most adequate ones. They are equipped with an automatic activation system and do not hamper your movements.

Operating instructions for safety equipment

You should always have on board the following safety equipment:

- Fire extinguishers - adequate number and type, stowed where readily accessible. Their position should be HIGHLIGHTED by a proper label.
- Personal flotation devices (one life jacket/belt for each person on board).
- A life belt with rescue line.

NOTE
Always inspect fire-prevention and rescue means before their expiry date.

NOTE
If they are expired, damaged or discharged, replace fire-prevention equipment and rescue means with means having equal or larger capacity.

LIST OF SAFETY EQUIPMENT

- Docking fenders, lines and hooks, boathooks.
- Light signals (both for day and night, not expired and of a type approved).
- One or more watertight electric torches, with spare batteries.
- Maps of the area where you intend to navigate.
- First Aid kit (not expired).
- Manual bilge pump.
- Anchor and anchor line of a sufficient length for mooring the boat safely even in bad weather conditions.

These items are strongly recommended but not required. Ask the local Authorities about the minimum safety equipment required, according to the Safety Regulations. In an emergency the radio-telephone (if equipped) and the safety equipment (life rafts, jackets and signal rockets) - if properly used - can save the life to you and your crew.
It is advisable to instruct also the occasional passengers, in order to avoid unpleasant situation, wrong behaviour or panic in an emergency.
Devote some time to learning how to use fire-fighting and rescue equipment, and how to recover a man overboard. In that way you will be able to completely enjoy your inflatable boat, with no risk

3.4 Maintenance

The boat is safe if kept in the good conditions. The condition of the boat must remain the same as when the boat was bought, as far as possible. The inflatable boat must be checked during winter and when stored for long periods of time.

Some advises

The boat must be safe also in the harbour. Always check the adjustment and tension of mooring lines and make sure they are well fastened to bitts and fairleads.
Batteries must always be charged and the electric system circuits must be isolated. The battery compartment must be ventilated. Check the fuel system for leaks.
It is advisable to ventilate the internal areas, so as to avoid humidity and mould caused by condensation - unless the boat is equipped with ventilating grilles.
In case of casual visit, it is advisable to check the boat mooring, in particular:

- test the engines: check the engine for fuel leaks; check the fuel and air filters.
- check the keel for any deposit that could jeopardize the proper operation of the bilge pump (if equipped); check its operating condition.
- check gaskets and locks of all the hatches (if necessary, replace).

Sound emissions

- Check that there are no alterations to the conditions of the exhaust and the other mechanical components to assure that the sound emission level is maintained (ref. ISO 14509).

NOTE
The battery should be periodically detached and checked, especially in winter. Check the electrolyte level and lubricate the battery terminals.

Arimar Spa boats are manufactured with first quality materials. To keep them in good conditions, at the end of the season clean and wipe the boat, then store it in dry places, away from heat sources and with tubes inflated with a few litres of air. When required, wash the boat with water and neutral shampoo. At the end of the season, or when required, the wooden parts of the boat must be checked and repainted with "marine" paints. Every 6 months, check the boat outlets, plugs and gaskets. Replace if necessary. Periodically activate the boat floodgates to avoid blocking. Should the inflatable parts need to be serviced, contact your dealer or one of our technicians. They will provide you the necessary information to carry out the repair by yourself, by using the special user-friendly bicomponent adhesive, as well as advising you should any other procedure be needed.

NOTE

The inflatable boats should not remain at anchor for long periods of time. To extend the boat life it is advisable to run the boat aground and check the hull.

WARNING

All details on all Arimar boats (handles, supports, screws, etc.) are made of stainless steel material, therefore it is advisable, after protract use in salty water, to wash it with not salty water, to keep its original look. In case anomalous colours would appear (similar to rust), this is due exclusively to atmospheric and marine pollution. Therefore it is enough to clean with special products for stainless steel.

WARNING

In the tubular, to avoid vulcanization and the councils of the presumed expert. Only contact skilled technicians. They will solve your problem with no damage.

WARNING

To clean the tubes DO NOT ever use high pressure water jet machines, especially with hot water. The water jet machine can be used to clean fibreglass components, paying attention to keep the water jet at least at 10/15 cm from the fabric.

NOTE

Repairs must be carried out uing only glues and fabrics recommended by BRUNSWICK / Arimar S.p.A.

NOTE

The repair kit supplied contains the necessary equipment for a temporary repair. The interventions that can be performed by the customer are few, both for technical and practical reasons. Definitive repairs must be performed exclusively by authorized repair centres.

To know the nearest service department go to
http://www.brunswick-marine.com

NOTE

Inflatable boats should not be moored for long periods of time. It is advisable to clean the hull periodically and to protect the fibreglass parts by means of antifouling paint, paying attention not to touch the fabric.

How to keep your boat clean and efficient

It is advisable to protect your boat by means of the proper cover, which can be purchased from your dealer. Polishes and invigorating/silicone products can sometimes damage the inflatable boat. Moreover these product obstruct the repair interventions. Before using these products, ask your dealer or Brunswick Marine service department about the possible compatibility of the product.

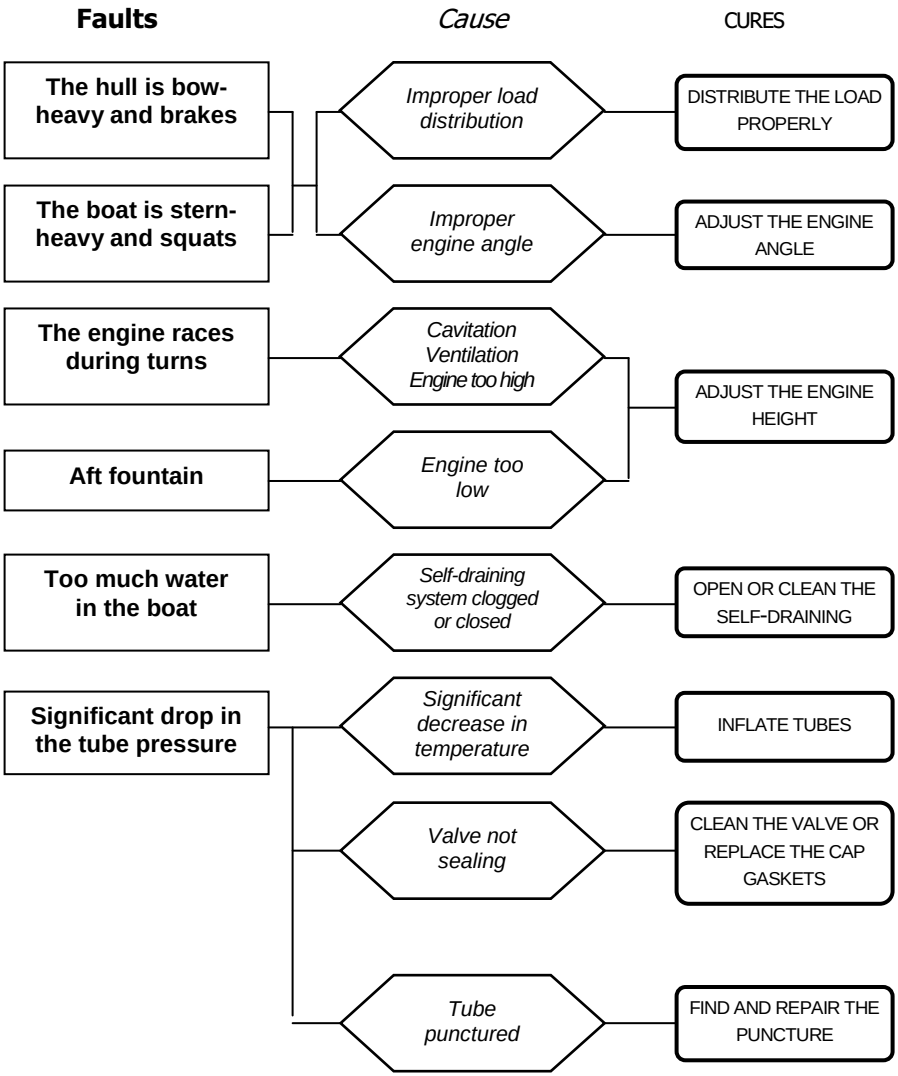
WARNING

Pay attention to those materials which can stain or foul the boat, such as coarse or coloured lines, rubbers, etc. Do not use solvents such as acetone, trichloroethylene, methylethylketone, gasoline, etc..

NOTE

A special set of products for the maintenance and care of inflatable boat is available from your dealer.

3.5 Troubleshooting



4 Warranty and customer service

4.1 Warranty terms

VALIANT craft used solely for recreational purposes, are guaranteed as of the date of purchase and for a period of:
- Two years against any defects in fabric or workmanship of the craft or its components.
- Five years against welding failures of the main thermo-welded seams of the inflatable tube according to the ISO6185 standards.
- This warranty coverage requires the inspection of the craft by an official VALIANT service, within 24 months from the date of purchase.

Any workmanship defects will be repaired under warranty. Servicing, transportation and damage due to use, will be charged to the user.

NOTE

Your boat is provided with a **warranty document** on which we invite you to note the boat model and the serial number.

The document reports also some information needed for the validation of the warranty.

We kindly ask you to draw it up and send it to the mentioned address.

4.2 Limitations

The warranty of this certificate will not apply if:
1. The craft has been sold in a country where there is not an authorized distribution service.
2. The Warranty has not been registered on the Extranet by an authorized dealer within 30 days of the date of purchase.
3. The information on the Warranty Registration or the Identification Plate of the craft has been altered in any way.
4. Damage to the craft is due to negligence, abuse, lack of maintenance or incorrect pressure.
5. The craft is not used for recreational purposes.
6. Accidents due to impact, punctures, wear and tear, chemical agents, etc.
7. Structural changes have been made to the craft and inappropriate fitting of the engine by way of power, shaft, type or mounting.
8. Minor damage is caused to the GRP hull, deck and transom such as:
 - Minor damage to the gelcoat, cracking, protrusions and inclusions.
 - Colour fading due to exposure to light or contact with contaminating or aggressive environments.
9. Repairs have been carried out by non-authorized technical services or with non-original VALIANT spare parts.
10. The compulsory service inspection within 24 months from the date of purchase in an official VALIANT service centre has not been complied with and recommended repairs, as specified, have not been carried out.
11. The craft is sold by the original buyer to a third party.

CAUTION

Your boat has been designed according to the regulation in force and for the specific purpose. Any modification, alteration or overpowering with the intent to improve the boat performance entail a serious risk for the user and will void the warranty.

CAUTION

The compliance of the boat to the regulations in force does not guarantee neither a total safety nor the total absence of capsizing or sinking (EN ISO 12217-1 introduction)

NOTE
Any repair under warranty must be carried out exclusively in our official service network.

4.2 Customer service

Our Authorized Dealer Network will assist you at any time. Their expertise will help you to ensure perfect maintenance and repair interventions.

NOTE
Go to our web site to see the list of our Customer Service Centres: **http://www.brunswick-marine.com** by clicking on "Dealer Network".

4.3 Notes